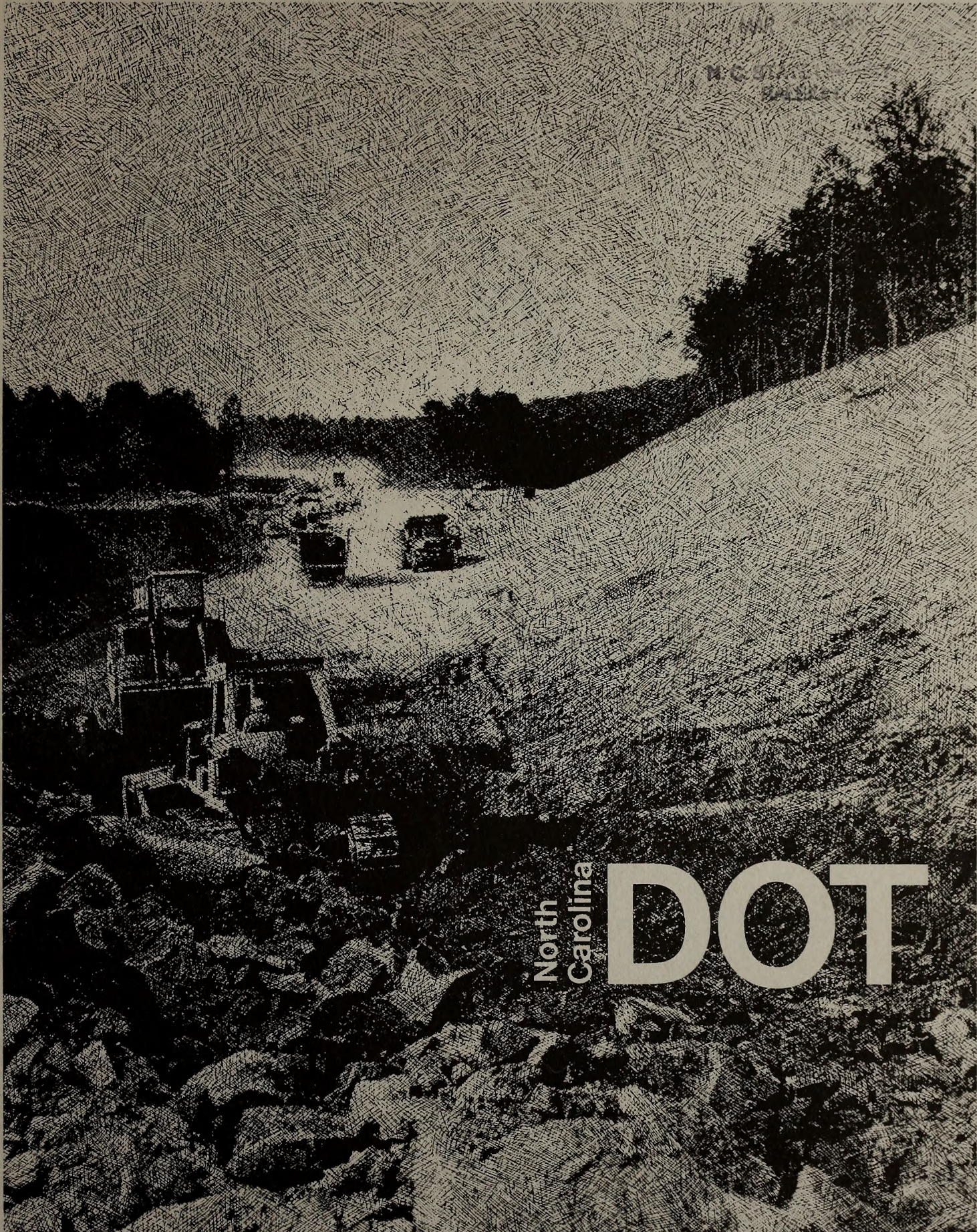


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North
Carolina

DOT

North Carolina
Department
of
Transportation

Biennial Report

for the
biennium
1984-1986
February 1987

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James E. Harrington
Secretary

Jake F. Alexander
Deputy Secretary

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Deputy Secretary

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Highlights 1984-1986

- \$168.5 million for 39 interstate projects
- \$119 million for 43 primary projects
- \$92.6 million for secondary road improvements
- \$164.7 million for resurfacing 4,950 miles of highways
- \$90 million to replace 376 bridges
- \$1 million saved by private sector maintenance contracts
- Provided assistance for more than 50 locally adopted county transportation development plans
- Funded over 150 new vehicles to local governments and private non-profit organizations for public transportation
- \$6.8 million allocated during the FY 84-86 biennium for airport improvements
- 13 local airports benefitted from the Safety Deficiency Correction Program
- 29 of North Carolina's rail miles were saved in the past two years
- Two new short line railroad companies began operation
- 88 projects funded by GHSP during the biennium
- 33 anti-drinking while impaired projects undertaken by GHSP during the biennium
- approximately 9 million registration renewals during the biennium
- September 14, 1984, 100,000th personalized plate issued
- more than 14 million trucks weighed at weight stations and portable scales
- 12,917 trucks put out of service for various safety violations

Secretary Harrington's Message

To the Members of the General Assembly and the Citizens of North Carolina:



This report will provide you with information concerning the activities of the North Carolina Department of Transportation during the two-year period which began July 1, 1984, and ended on June 30, 1986 (the FY 84-86 biennium).

During that period, some portion of the department's construction, maintenance, or safety improvement work reached every resident of our state and all of the travelers who visited here. Obviously, given the vast amount of improvements which have been made, it is impossible to detail every accomplishment in a single narrative. If you desire additional information beyond this report and beyond the other material already submitted to the legislature and the public, I trust you will contact the department.

Much has been done recently to reinforce our state Highway Fund and to improve the funding prospects for many needed improvements. However, at this writing, much remains to be done. The actions of the North Carolina General Assembly and the United States Congress will continue to affect our transportation program.

This state is growing rapidly. Its needs are changing, and the demands on many of the services provided by government are increasing. Certainly, the Department of Transportation will face continuing challenges in the future.

I look forward to working with all of you to ensure that we retain a valuable asset: the nation's best transportation system. Our method for doing that is simple and straightforward. We will provide the taxpayers with the most service possible from their Highway Fund dollars.

A handwritten signature in black ink, appearing to read "J. Harrington", with a long horizontal flourish extending to the right.

In the 1950s many eastern North Carolina farm families...

would pack themselves into the family car about twice a year and make a shopping trip to the city of Raleigh. The scene was repeated countless times across North Carolina as rural and small town residents made infrequent trips to places like Asheville, Charlotte, Greensboro and other cities.

Three decades later the children who used to make those trips as back seat passengers now climb behind the steering wheel five days a week to commute to the same metro areas but there is a major difference in their trips: they are no longer shopping expeditions, they are what it takes to earn a living.

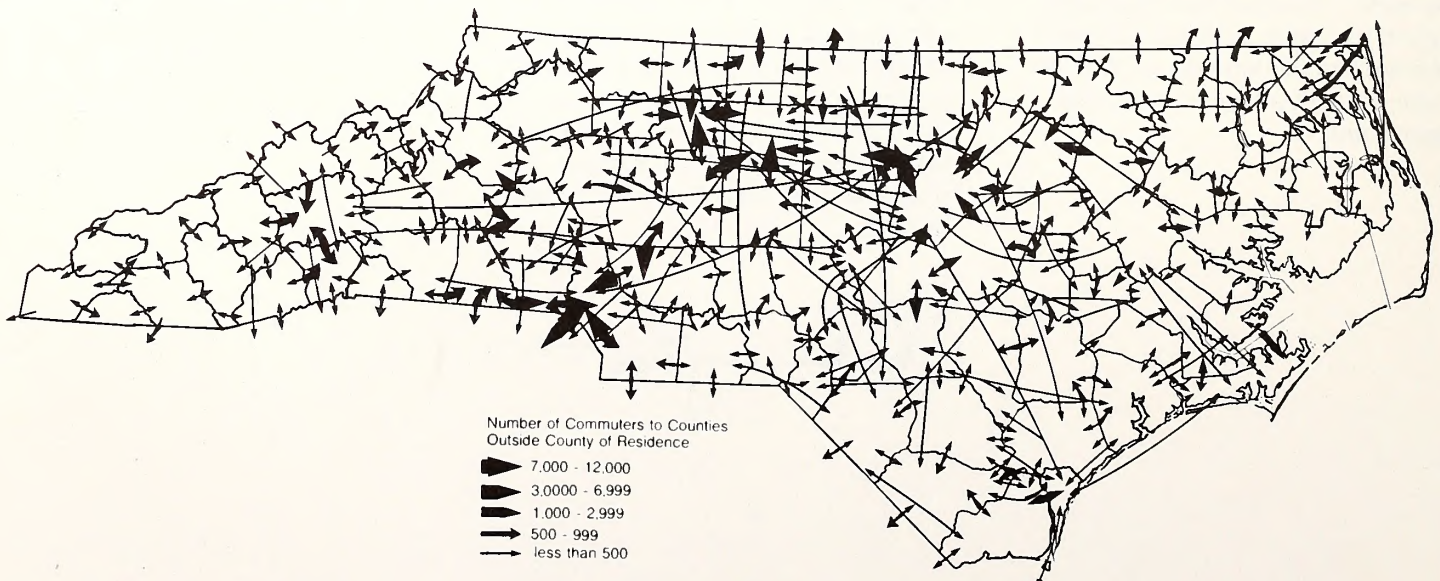
Instead of traveling for 40 or 50 miles on roads carrying 1,800 vehicles a day as their parents did, the children now use highways

which are shared by more than three times that many cars, trucks and buses.

The differing life and travel styles between the generations reflect changes which have occurred in North Carolina over the last three decades and provide one example of the challenges faced by the Division of Highways.

As this state has shifted from a rural, agrarian based economy to one where most of the jobs are in cities and towns, a large number of citizens have decided to commute to urban work while keeping their country heritage. Census figures indicate that a growing number of people travel across county lines daily to earn their wages. The following chart illustrates this trend with the heaviest traffic pattern marked by the largest arrows.

Intercounty Commuting Patterns in North Carolina, 1980



Because of the travel trends of the 80s many people have an interest in a wide range of traffic problems. The need for arterial improvements, such as the four-laning of highways between towns, is important to many city dwellers. And urban traffic congestion concerns many people who live in rural areas.

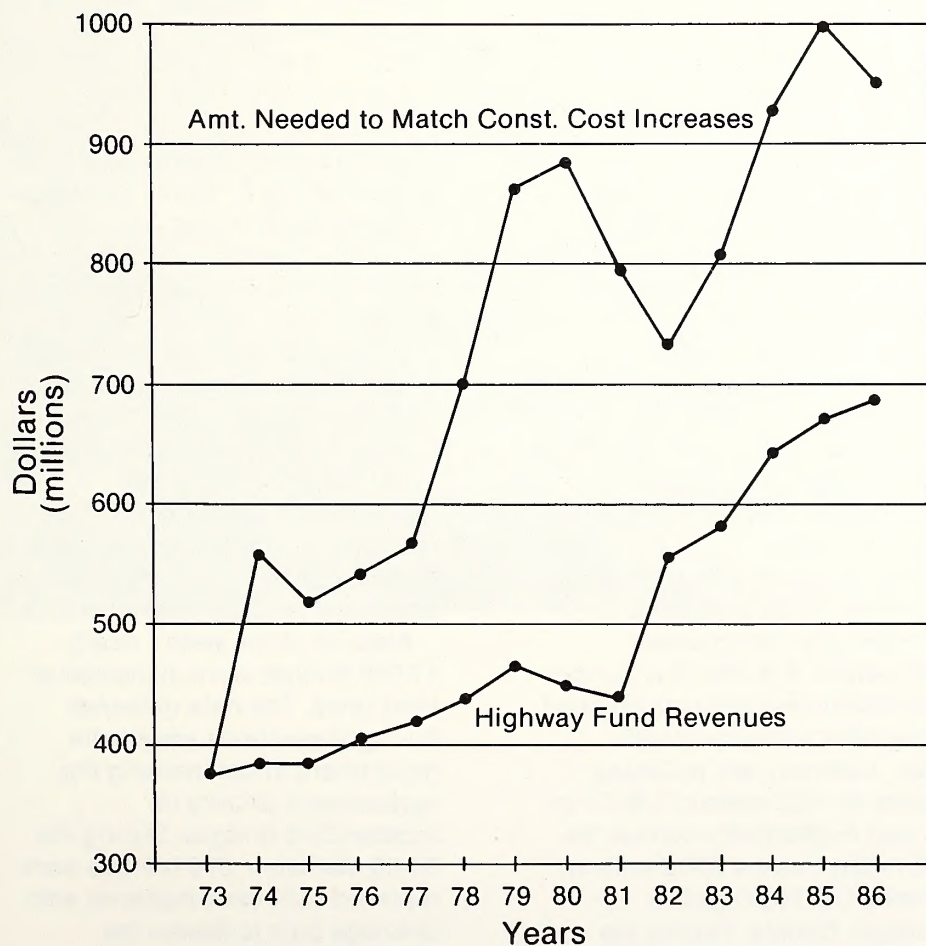
Much needs to be done, but funds are in relatively short supply and inflation has taken a heavy toll. The following chart shows how the Highway Fund's buying power has been eroded by construction cost increases.

During the past biennium the Department of Transportation's Division of Highways continued its effort to balance the varied needs of North Carolina against a budget that will permit only limited improvements. The highway program which was developed attempted to balance adequate

maintenance of the state's existing system, the construction of new highways, and the funding of road improvements—all important factors in designing a transportation system capable of meeting the needs of the 21st century.

To fund this program revenues totaling \$2.1 billion were allocated to the state highway fund during FY 84-85 and FY 85-86. Most of the money came from federal highway funds, state gas tax revenue, vehicle registration fees and drivers' license fees. (Please see the Highway Revenue Chart on page 23.)

To connect North Carolina's rapidly growing cities and towns, the division continued its emphasis on the state's arterial highway system. The highway construction most representative of this emphasis is Interstate-40.



Running east to west through North Carolina, it will provide four-lane access to the state's largest port, and will connect Wilmington to other important urban areas.

During the past biennium, more than \$82.8 million was spent for grading, paving and bridge construction work on the 120-mile portion of the highway, which will connect Wilmington to Raleigh. That section is currently scheduled for completion in July 1990.

In addition, work also continued on 21.8 miles of I-40 between I-85 south of Hillsborough and the Research Triangle Park. More than \$47.9 million in contracts were awarded for work on this section, which is scheduled to be open to traffic by 1988. (Construction of another portion of the highway—the long-awaited section which will divert through traffic around Winston-Salem—will begin during FY 86-87).

As part of a commitment to provide increased economic stimulus, the earliest possible completion of this strategic highway has been consistently supported. Interstate 40 construction is on, or ahead, of schedule.

Although the completion of all projects on I-40 is vitally important to the continued development and well-being of the state, it was by no means the only important arterial highway under construction during the past two fiscal years.

Work continued on US-264 between Wilson and Washington. When completed in 1994, this \$210 million project will complete four-lane access from the Piedmont to Beaufort County.

A \$134.4 million project to widen 15.8 miles of I-85 bypassing Charlotte is currently under construction. It is one of a number of reconstruction projects planned for the older sections of I-85.

Also underway are widening projects on 18.3 miles of US-74 in Polk and Rutherford counties for \$68.9 million, and a \$50.2 million, 18.6-mile US-74 project in Columbus County. During the biennium, the 7.3-mile Maxton

bypass section of US-74 was completed at a cost of \$24.9 million.

Near Brevard, 11.4 miles of NC-280 in Henderson County is being improved at a cost of \$23.6 million, and so is 7.3 miles of US 23-441 in Jackson County—a \$29.8 million project.

A 30.4-mile series of projects totaling \$153.4 million are slated for US-321 from Gaston County to Catawba County.

Overall, during the biennium, \$168.5 million in contracts was awarded for work on 39 interstate projects, \$119 million was awarded for 43 primary projects and \$56.1 million was awarded for 61 urban projects. More than \$100 million in state funds was distributed to 468 cities and towns throughout the state. These "Powell Bill Funds" are used by municipalities for improvements to city owned roads and streets. And, nearly \$93 million was spent for improvements to the state's secondary roads. Work included paving, as well as stabilizing and leveling sections of secondary roads.

Highway construction spending accounted for more than 40 percent of highway fund outlays over the past two years. Nearly 30 percent of the fund was dedicated to performing highway maintenance work. (Please see the Highway Expenditure Chart on page 23.)

To protect North Carolina's \$25 billion highway investment, every mile of pavement was examined at least once during the biennium. This evaluation led to the rehabilitation, restoration or resurfacing of almost 5,000 miles of highway. More than \$164.7 million was spent for such improvements.

Also, all of the state's nearly 17,000 bridges were inspected at least once. The data gathered during inspections assists the department in determining the replacement priority for substandard bridges. During the 84-86 biennium, 376 bridges were replaced (240 were replaced with drainage pipe to lessen the continuing cost to the taxpayers).

A total of \$90 million in contracts was awarded for bridge work, including \$26.9 million for the construction of a new Albemarle Sound Bridge on NC-32 between Chowan and Washington counties, and \$17 million for a new bridge over Bogue Sound between Morehead City and Atlantic Beach in Carteret County.

Highway safety matters concerned every corner of the state during the biennium, and safety improvements continued to be an important part of the division's mission. Hundreds of locations were improved with the addition of traffic signals, turn lanes and other additions. More than \$6.7 million was spent for safety work.

Additional safety-related construction was also undertaken in the form of renovations to major

highway interchanges. Among these was a \$5.9 million contract to widen and improve the Raleigh Beltline/Glenwood Avenue interchange, and a \$5.1 million contract to rehabilitate the Smoky Mountain Bridge on I-240 in Asheville.

Faced with high construction cost inflation and relatively flat revenues, the Division of Highways has taken a number of steps which help to provide money for operations by increasing efficiency. Among the measures now in force is a program which is reducing costs by using private contractors to perform some work traditionally accomplished by state forces.

The new program, which awards contracts for maintenance work such as mowing roadsides, maintaining routine rest areas and

The "Roads to the Future" revenue is being used to:

- **Match Federal Funds**
- **Begin a State Construction Program**
- **Return Maintenance to Acceptable Levels**
- **Increase Resurfacing**
- **Continue Small Urban Program**



operating draw bridges was begun during FY 85-86. This work was formerly performed by state employees.

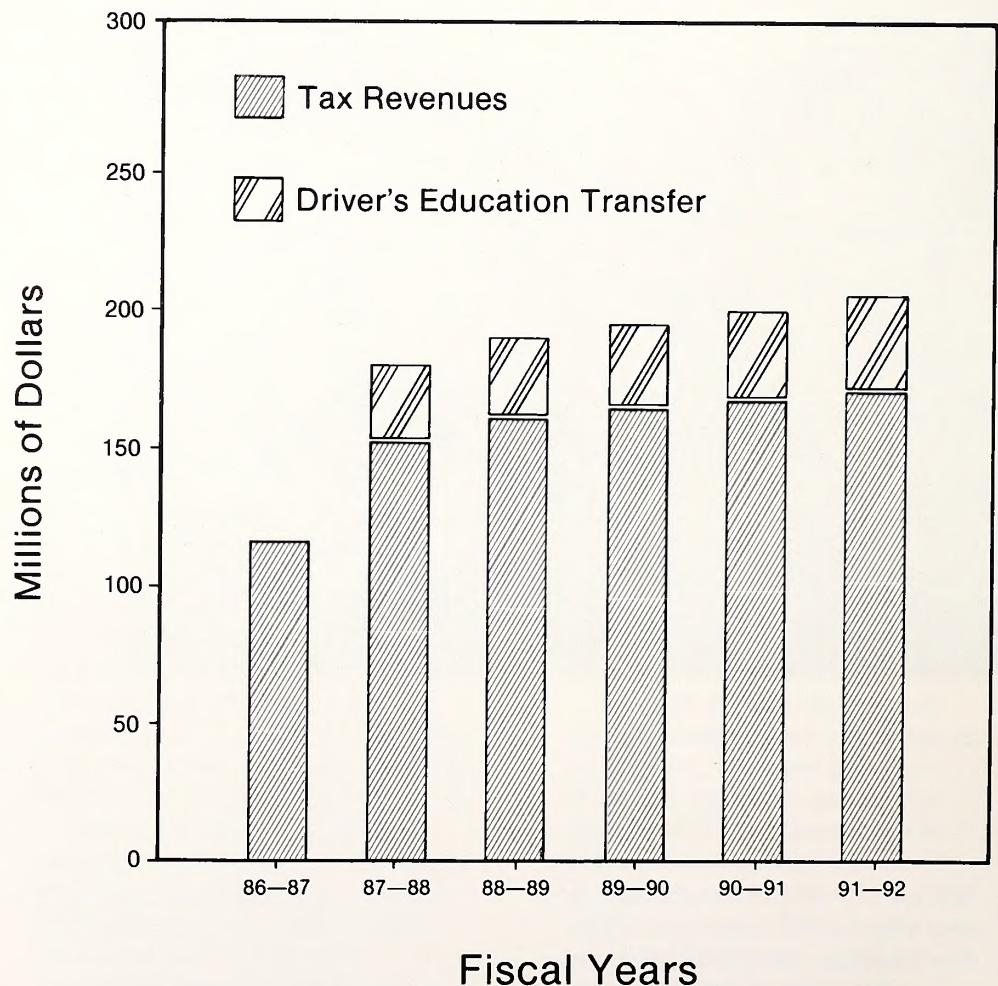
Following an evaluation, which showed initial savings of about \$1 million, the program has been expanded.

During FY 86-87, contracts for mowing highway roadsides in 47 additional counties statewide will be advertised, while those awarded in 23 counties in 1986 will be continued. Grounds keeping and maintenance contracts at nine rest areas/welcome centers are also part of the expansion. Of these, five are renewals of contracts awarded last year. One-year contracts for bridge tender operators at three locations in eastern North Carolina were continued. They were part of the initial program.

A new element of the maintenance program will award contracts for motor grader work on unpaved secondary roads in 15 counties across the state.

While cost-saving programs help to make the most of North Carolina's Highway Fund dollars, they cannot keep pace with the rapidly growing demands being placed on the fund. During the biennium it was necessary to ask the legislature for additional revenue, a request which was answered.

The compromise "Roads to the Future" program enacted in July 1986 has begun to produce additional funds for highway construction, maintenance and improvement, as indicated by the following chart.



Air travel is growing faster...

than highway travel in North Carolina. And with a major airline hub now located at Charlotte and another one planned for Raleigh-Durham Airport, the growth of aviation will accelerate, and it will affect many more locations. The expansion of major airports has a "ripple effect" which extends far beyond their immediate communities.

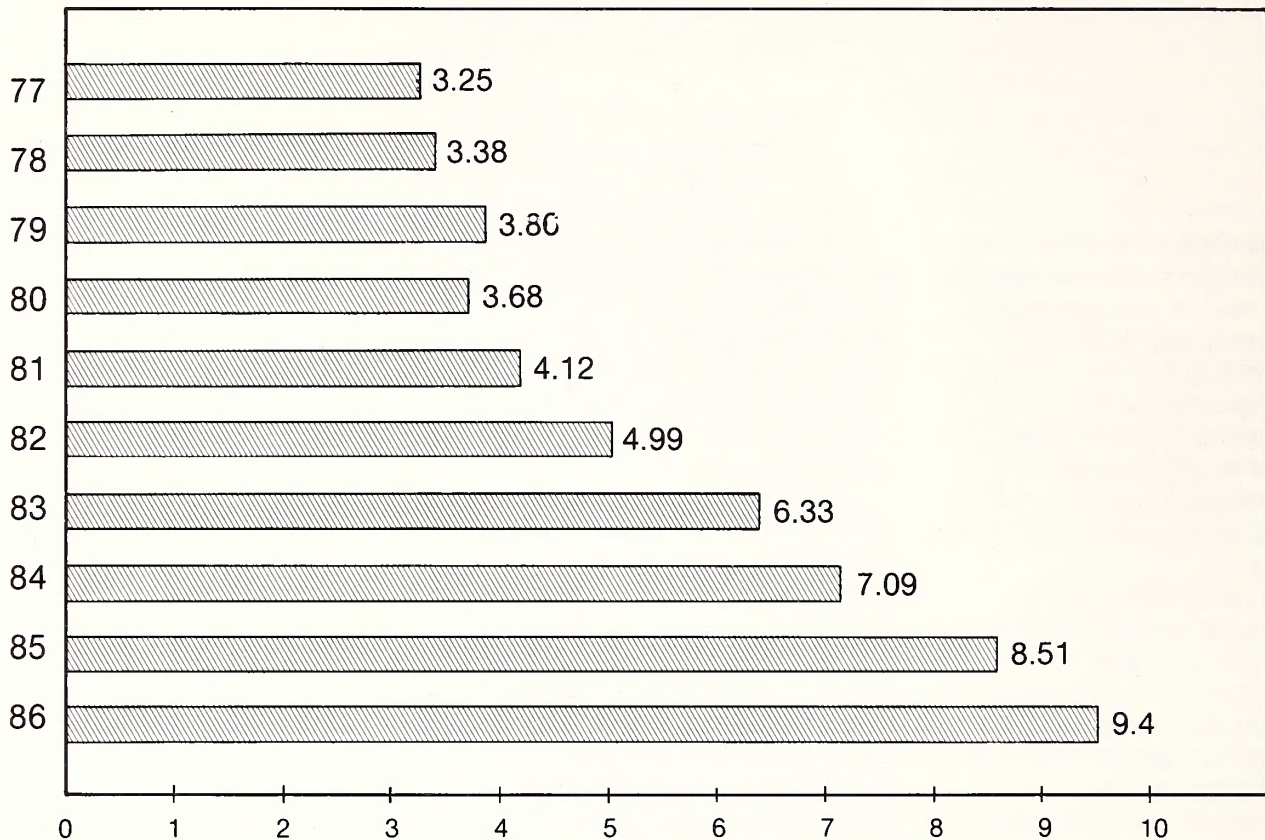
Already some smaller airports are seeing significant increases in the number of flights and passengers. Commuter flights are reaching more cities and making it easier for their citizens to travel by air. Many of these service improvements are the direct result of extensive private sector competition. As that competition increases, and as the state's network of "hubs," "feeders" and "relievers" continues to develop, service will expand and improve.

With the rapid growth of air service in North Carolina, the Division of Aviation's role has become increasingly important. The division is a vital link in the funding chain which provides needed support, especially to developing airports.

Despite an increase in federal funding, smaller airports must continue to depend on the State Aid to Airports Program. That is because FAA airport funding formulas favor larger airports. Most of the airports in North Carolina are relatively small, and obtaining federal funding for them is difficult. In FY 84-85, for example, only 16 of the 54 airports receiving state funds were granted federal funds. All of the other airports relied on state and local funds for financial assistance.



Number of Enplanements (in millions)



Normally, the development of airports is accomplished through a "local share" process. The state generally matches the non-federal cost of an approved project by 50 percent.

During FY 84-86 biennium, state aviation appropriations totaled \$6.8 million. That money funded state/local improvement projects across the state through more than 230 grants. A new concept was created during this biennium that allowed new airports to receive 80 percent funding from the state instead of the usual 50 percent.

The Division of Aviation considers safety-related improvements to be of the greatest importance, and its funding of projects reflects that priority. The division works to promote the development of safe and efficient airways through all of its grant programs. Additionally, the division and the Division of Highways work together to provide routine safety improvements such as tree clearing

and runway painting. During the biennium, 13 local airports benefitted from that cooperative effort under the Safety Deficiency Correction Program.

In the area of flight operations, the department uses aircraft for aerial photography missions which are important to the planning and design of highway construction projects. Over 90 percent of the department's major highway projects utilize aerial photography for planning, land use and ground contour information.

The Division of Aviation is responsible for the development of the state's Aviation System Plan. This plan is vitally important to North Carolina's growth and development. It is, in effect, the aviation blueprint which guides the development of airports and the enhancement of air service. Through its planning, the division is helping to cast the future of North Carolina—a future that will increasingly involve aviation.

Serious cyclists are drawn to North Carolina...



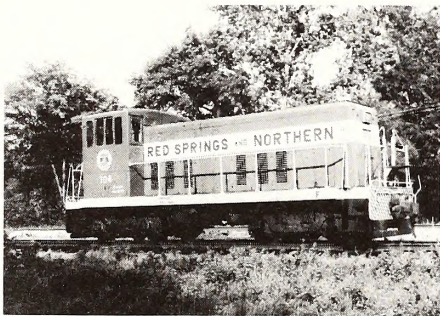
because of well planned and promoted races, and because of the good roads, challenging terrain and temperate climate. North Carolina has a magnetic appeal to bicycle tourists attracting them from across the nation and from many foreign countries. And among these reasons that the state enjoys popularity as a bicycle vacationland is the state Bicycle Program, which is regarded as one of the nation's finest.

In addition to assisting race organizers, and distributing its award winning maps to tourists, the program works closely with the North Carolina Bicycle Committee. Through the joint efforts of the program and the committee many of the state's varied bicycle needs have been met.

The program conducted a statewide bicycle safety education campaign to lessen the growing number of bike injuries and accidents. The program also aided schools, police departments and civic organizations with materials and guidance in conducting local safety programs.

During this biennium, the bike program worked with 32 cycling clubs in the state and assisted a number of communities in their efforts to establish bicycle programs. The assistance took the form of such things as: setting up races; providing safety information through slides, film strips, pamphlets, and workshops; helping communities to provide proper bike paths and facilities; promoting bicycling through poster contests; and distributing touring maps.

The ability to ship freight by rail...



is sometimes an important factor in industrial expansion and economic development. Companies of every size rely, directly or indirectly, on a properly maintained rail system to operate efficiently. A new industry may choose to locate in a community only if it has rail lines, and the expansion of existing plants may hinge on the presence of good rail service.

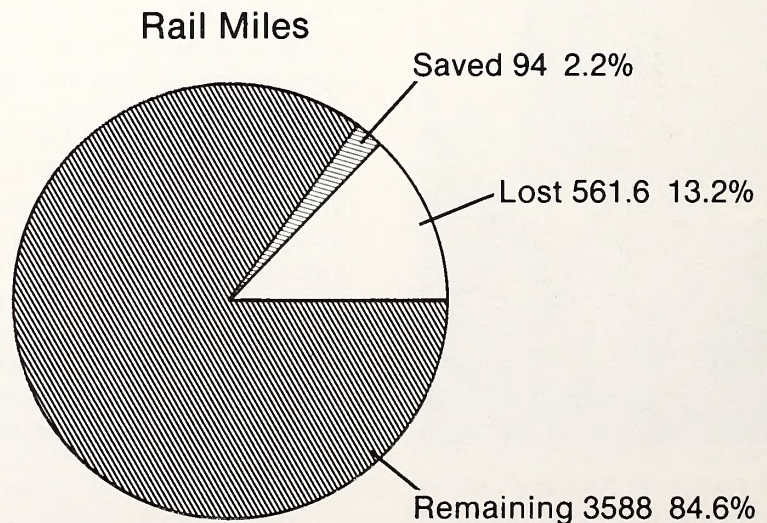
Recent merger activity has meant that two companies—Norfolk Southern Corporation and the CSX Corporation—now serve most of the rail mileage in North Carolina. Norfolk Southern Corporation maintains 1,956 Class I rail miles while CSX Corporation maintains 1,314, a 53-36 percent split, the other 11 percent being operated by short line railroads. But the amount of trackage is shrinking. The abandonment trend which began in the mid 1970s has not slowed, and

rail companies are continuing to end service on less profitable sections of their systems.

During the 1984-86 biennium, six additional sections totaling 91 miles were abandoned. An alarming total of more than 600 miles of track have been taken out of service in the past 10 years. The service loss has affected 45 counties since the 1970s. On a more positive note, 94 miles of service have been saved because of the role of the department through the state Rail Program.

The legislature has authorized the DOT to use state funds to help local governments and/or non-profit organizations preserve service by buying rail mileage. Also, funds are sometimes used to participate in railroad repair projects when they are economically feasible and when there is a definite public benefit.

Rail Line Abandonment — Lines Saved in North Carolina Since 1976



The Rail Program also provides non-financial assistance to local communities faced with potential abandonments. This assistance is occasionally furnished through the preparation of petitions to the Interstate Commerce Commission attempting to prevent rail abandonments, but more often takes the form of helping to continue service by identifying alternative actions which can be taken.

Also, the state frequently plays an important role by serving as an intermediary when abandonments are being considered. During the past two years, 29 miles of rail service was preserved because the state was a party to abandonment discussions—and it was possible to save that service without spending any grant funds.

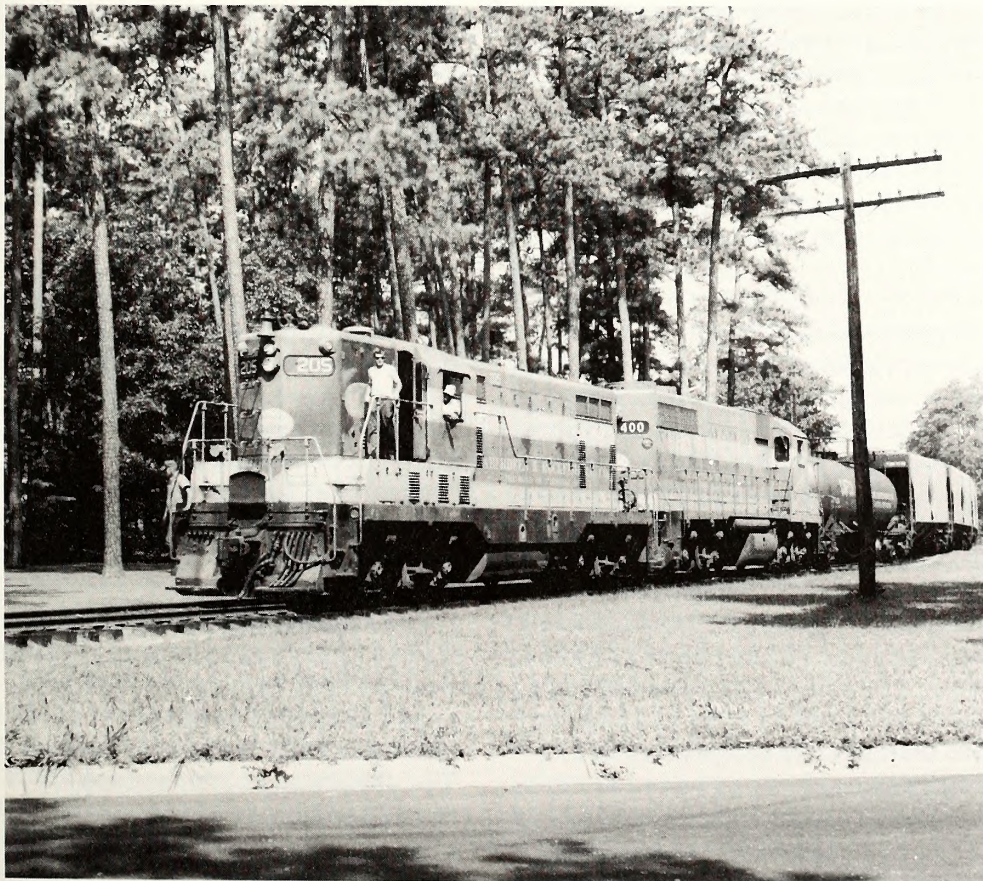
While the problem of abandonments continued during the recent biennium, there was also good news for the state's rail interests.

Two new short line companies

began operation during the FY 84-86 biennium: the Nash County Railroad, between Rocky Mount and Spring Hope in Nash County; and the Franklin County Railroad, between Louisburg and Franklinton in Franklin County. This brings to six the number of shortline projects in which the Rail Program has been involved.

For at least the near future it seems clear the major railroads will continue to release trackage which is unprofitable or unattractive. Some of the service involved may be assumed by short line or regional carriers, as we have already witnessed. Other service, however, will continue to be abandonment candidates, and only a portion of it will be saved with an infusion of public or private funds.

Continued change will occur in the railroad industry. Some of it will have an adverse effect on communities and shippers. But the rail program will strive to limit abandonments and hold their impact to a minimum.



North Carolina's growth and development...



has led to increased needs for a variety of public transportation services. As we continue to grow, those needs will increase. The department's Public Transportation Division is responsible for ensuring that the state will have transit programs that match our citizens' wide-ranging needs.

The division meets that responsibility through a system that provides help to both public and private transportation concerns throughout the state.

Four types of services receive the division's assistance: urban transit, rural public transportation, intercity ground transportation and ridesharing programs.

The urban transit system consists of 15 city bus lines; 13 are publicly manned, and two operated by Duke Power. During FY 84-85 ridership totalled 25 million, up .2 percent over the previous year. In FY 85-86, almost 26 million people rode city buses, an increase of 2.6 percent.

But bus lines are only one element of the urban public transportation program. Ridesharing projects also play an important role.

Organized ridesharing programs started in the late 1970s. They make it easier for commuters to get to work during the peak periods of traffic congestion, and help relieve congestion through carpool matching and van leasing services. Many riders throughout the state saved hundreds of dollars during this biennium by commuting in a ridesharing van.

In urban areas, public transportation provides citizens with an efficient, affordable way to move around town. It gets them to work, to shopping, to the public services they need to reach, and to a host of other destinations. In rural areas, vans often replace the huge buses found in cities, but the role of public transportation is largely the same.

If anything, rural public transportation may be more vitally important because of the greater travel distances involved, and because of the remoteness of the areas where many people live. Despite the fact that their homes are miles away from cities, these people have the same need as city dwellers; to reach such things as medical care and service programs. Special emphasis is given to the transportation problems of the elderly, the handicapped and low-income citizens.

The final area of interest to the Public Transportation Division is the Intercity Programs. Two bus lines, Trailways and Greyhound, have routes partially supported by state assistance. And during the biennium, Amtrak train service was also part of the program. "Carolinian" service was inaugurated on October 29, 1984 and ran for 10 months, carrying a total of 117,000 riders.

The Public Transportation Division reaches a variety of people through its programs—including many citizens who have a particular need for transportation. The division's programs touch North Carolinians who, by reason of age, income, or physical impairment, must rely on public transportation to get around.

The steady growth of North Carolina's population...

and lower gasoline prices, have combined to produce an increase in the volume of traffic on state highways. More accidents and fatalities have occurred as a result.

In 1984, 1,448 people died on North Carolina's roads—an increase of nearly 16 percent over 1983. In 1985, highway fatalities rose again, to 1,482. In 1986, an 8.5 percent increase occurred—1,607 people died on our streets and highways.

Despite the higher traffic volume and the increase in accidents and deaths, the Governor's Highway Safety Program is undeterred in its goal of continuing to make the state's highways safer. During the FY 84-86 biennium, the GHSP improved safety through a wide range of programs and projects.

Federal guidelines dictate that most projects undertaken by the GHSP fall into one of six prescribed categories:

- alcohol countermeasures;
- police traffic services;
- occupant restraints;
- emergency medical services;
- traffic records; and
- safety construction and operational improvements.

The GHSP placed special attention on two areas: The need to increase the use of seat belts and child safety restraints, and the need to decrease the number of people who drive while impaired by alcohol or other drugs.

One example of the GHSP alcohol countermeasures activities is a major public awareness campaign against drunk driving. The project, which was planned during FY 85-86 and completed during the current fiscal year, is unique because it represents

significant contributions from the private sector. McKinney, Silver and Rockett, a Raleigh advertising agency, donated creative services which resulted in the development of a comprehensive multi-media informational campaign.

The agency then sought service contributions from other firms to produce newspaper ads and broadcast public service announcements. The result is a very creative, highly professional campaign produced at virtually no cost to the taxpayers.

Other anti-drunk driving projects undertaken by the GHSP during the biennium included a successful program begun in the Chapel Hill/Carrboro City Schools and duplicated in other school systems. The program, Drive-A-Teen, was funded by the GHSP, the Orange County Alcohol Beverage Control Board and by private donations from Orange County citizens.

Through a mutual understanding between teenagers and adults, Drive-A-Teen encourages teenagers who have been drinking to call an adult for a ride. It is agreed that the adults will not lecture the teens or condemn their activity. Students who promote the project and volunteering parents meet regularly with a counselor. Obviously, teenagers learn that there are alternatives to driving while impaired. The program also prompts discussion between the generations which help to build trust.

Overall, during the biennium, GHSP coordinated projects with 19 local police departments to provide support to their anti-DWI enforcement efforts, and coordinated five projects which



emphasized education and public information. Such a combination of projects is typical of the approach taken to highway safety.

The GHSP attacks the DWI problem in a number of ways which often relate to one another. For example, many projects involved the participation of law enforcement agencies as their principal focus, but also incorporated public information elements.

Consider a successful ongoing anti-DWI program in New Hanover County. The GHSP has funded a project which provides money which the New Hanover County Sheriff's Department uses to patrol the county for DWI offenders and speeders. Media coverage of the project has served to inform the public of the magnitude of the drunk driving problem, and has served to deter some would-be offenders. Operating the law enforcement and the public information elements in conjunction with each other increases the effectiveness of both.

Apart from DWI projects, significant highway safety projects were undertaken during the FY 84-86 biennium.

For instance, after the legislature passed the mandatory seat belt law, the Governor's Highway Safety Program launched major educational campaigns to inform the public of the benefits of seat belts and increase compliance with the law. And, in conjunction with the University of North Carolina Highway Safety Research Center, GHSP initiated a project to gather data which will be used to develop an objective evaluation of the effectiveness of the seat belt law.

Some of the seat belt projects funded by the GHSP were general in nature, and sought to increase the overall awareness of the advantages of wearing belts. Other projects, however, were more specific and targeted specific groups. Often such projects were aimed at young people. In an effort to encourage teenagers to buckle up, seat belt programs were started at several high schools across

North Carolina. Many of these projects offered incentives to drivers and passengers who were found to be buckled during random checks. Offering rewards for using belts increases belt usage and is an effective way to get young people into the seat belt habit.

While seat belt and DWI projects attracted the most attention during the biennium, the GHSP's activities in other categories also deserve to be cited. An ongoing project conducted through the North Carolina Division of Motor Vehicles offers one example.

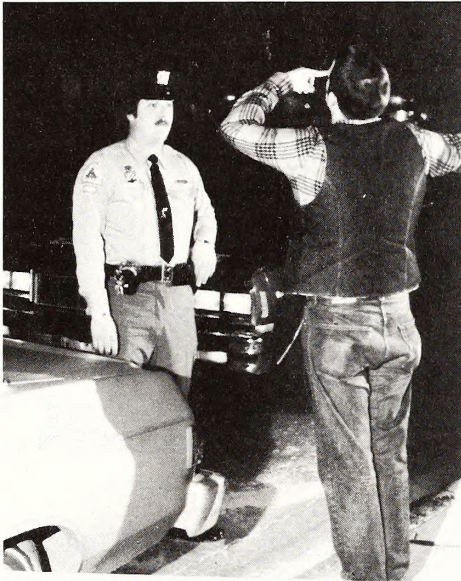
Under the project, computer terminals were purchased and installed in driver's license stations across the state. The computers allow driver license examiners to check a driver's record on the central DMV computer in Raleigh. Such checks help to spot illegal and unsafe drivers and keep them off North Carolina's highways by ensuring that they are not re-licensed.

Eventually, the GHSP/DMV computer network will be tied into the National Driver Register and North Carolina driver license examiners will have the ability to check driver records from other states.

In the area of traffic records, GHSP is participating in the expansion of a system to collect more detailed information on traffic accidents. The project, known as the "Merge System," involves building a computerized data file system, which can be used to study the effects that certain roadway features and characteristics have on accidents. The Merge System works by plotting the location of an accident according to the nearest mile post number.

Information is recorded in the system detailing road features such as the number of lanes, bridges, railroad crossings and shoulder type, allowing accidents to be studied for six years.

During the FY 84-86 biennium the merge system was expanded to include Durham, High Point, Wilmington and Winston-Salem.



Growth in North Carolina's population, coupled with a healthy economy...

and low-interest rate automobile loans, led to dramatically increased car sales during the FY 84-86 biennium. For the Division of Motor Vehicles, that meant a significant jump in the number of new and used vehicle title transactions.

The increased volume stretched the Division of Motor Vehicles' resources to its limit and beyond. Meeting the challenge required innovative management and dedicated service on the part of DMV's Registration Section employees. The demand for title transactions mandated the use of cross-training and overtime to ensure that the taxpayers were properly served.

North Carolina's traffic growth has also placed additional demands on the DMV's Enforcement Section. The section is responsible for the enforcement of truck weight and safety laws, the investigation of vehicle thefts and other activities, such as the investigation of forged driver's licenses. With more vehicles on the road, the Enforcement Section becomes increasingly important to highway safety.

Overall, the Division of Motor Vehicles probably has contact with more citizens than any other agency, and it has many responsibilities which affect the daily lives of almost everyone over the age of 16.

North Carolina now has approximately 4 million licensed drivers, operating about 5 million registered vehicles. Those numbers, through fees collected by the Division of Motor Vehicles, translate into the money which is available to build and maintain roads in North Carolina. About 20 percent of the state Highway Fund is generated through the DMV. (See chart, page 23)

Speaking of highway funds, September 14, 1984 was a significant day for the Division of Motor Vehicles. It was then that the Registration Section issued its 100,000th personalized license plate.

During the 1984-86 biennium, the division issued 69,858 personalized plates. The sale of the plates is an important source of revenue. During the biennium, the division collected \$698,580 in additional revenue through their sale.

The additional fees charged for personalized license plates are divided equally between the Department of Transportation and the Department of Commerce. DOT is required to use its share of those funds for highway beautification projects, while the Department of Commerce must use its portion to promote travel and tourism in North Carolina.

The DMV, like other state agencies, is headquartered in Raleigh, but registration work for most of the state's 5.8 million vehicles is conducted where the citizens live—across the state. Most citizens turn to one of the 121 North Carolina License Tag Agencies. The agencies are privately owned and operated under a contract with the division.



During the biennium, through agencies and through the mail, the Registration Section collected more than \$490 million in fees.

The section processed more than 1.76 million titles during FY 84-85 and recorded more than 4 million title transactions in FY 85-86. There were approximately 3.9 million renewal registrations processed in FY 84-85 and 5.2 million renewals in FY 85-86.

With all those cars, trucks and buses on the roads, North Carolina obviously has a lot of drivers. The responsibility for testing and licensing then falls to the DMV's Driver License Section. Drivers license examiners have the task of determining that the people they license are mentally and physically capable of safely operating a motor vehicle, a responsibility that is not taken lightly.

Examinations and road tests are conducted at 190 driver license examining stations. Seventy-seven of them operate full time. The stations issue learner's permits, driver licenses and special identification cards. North Carolina currently has 4.4 million licensed drivers and there are about 60,000 learners permits issued at any given time.

Not everyone who is licensed operates their vehicle within the limits of the law; and when certain violations of motor vehicle laws occur, the DMV's Enforcement Section is responsible for taking action.

Uniformed personnel in the Enforcement Section of the division enforce motor carrier laws, while the section's inspectors investigate vehicle thefts and license fraud.

During FY 84-85, more than 6.4 million trucks were stopped at weight stations and portable scales in North Carolina. Of that total, 24,942 received citations for various violations. In the same fiscal year, 8,326 motor carrier safety inspections were recorded and 3,597 vehicles were put out of service for safety violations as a result.

Citations were issued to 27,371 truckers during fiscal year 85-86, as approximately 8 million of them crossed the division's scales. Motor carrier safety inspections totaled 25,375, more that double the previous fiscal year's total. In fiscal year 85-86, the division put 9,320 vehicles out of service for safety violations. (The division believes that the high percentage of serious safety violations found during its inspection is evidence of a problem which presents a significant danger to motorists. The strictest possible enforcement of motor carrier safety regulations is, therefore, in effect.)

During FY 85-86, DMV's Training Section expanded its scope, and now includes all training for the enforcement, driver license and registration sections. The expansion permits the section to provide more comprehensive training for employees in each of these sections at virtually no increase in cost to the taxpayers. Such training increases the division's efficiency and effectiveness.

As part of the Training Section's expansion, it received accreditation from the North Carolina Criminal Justice Standards Division. This accreditation allows the section to train the division's Enforcement Section personnel at DMV's school, saving the cost of outside training.

Aside from registration, licensing and enforcement, the division has other important responsibilities. Notable among these other duties is the job of keeping a variety of recorded data.

North Carolina is known for the detail and accuracy of its accident reporting system, and during the biennium that reputation was enhanced. An improvement in accident reporting was achieved by the Collision Reports and Evaluation Section. The improvement was not, however, made at the expense of service. The section has continued to provide one-day service on accident reports while increasing efficiency.



COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURES

| CURRENT FUND | (Thousands) | |
|---|-------------------|----------------------|
| | JUNE 30, 1985 | JUNE 30, 1986 |
| Beginning Fund Balance | \$ 781,674 | \$ 859,542 |
| Revenue and Receipts | | |
| Gasoline Tax and Gasoline Inspection | \$381,753 | \$397,420 |
| Fees, Licenses and Fines | 216,127 | 223,882 |
| Federal Funds—Federal Highway Administration | 362,287 | 312,954 |
| Federal Funds—Governor's Highway Safety Program | 3,188 | 3,189 |
| Local Funds | 3,612 | 3,843 |
| Property Owners | 2,293 | 2,290 |
| Federal Grants | 5,085 | 4,650 |
| Investment Income | 33,344 | 26,485 ⁸⁶ |
| Miscellaneous Income | 638 | 120 |
| Total Revenue and Receipts | <u>1,008,327</u> | <u>974,833</u> |
| Total Funds Available | \$1,790,001 | \$1,834,375 |
| Net Expenditures | | |
| Administration | | |
| Transportation | \$ 20,555 | \$ 19,851 |
| Division of Motor Vehicles | 47,101 | 52,121 |
| Division of Highways | 24,301 | 26,069 |
| Maintenance | | |
| Primary | 62,906 | 65,694 |
| Secondary | 116,206 | 120,269 |
| Urban | 17,161 | 17,374 |
| Contract Resurfacing | 93,970 | 60,072 |
| Ferry Operations | 10,946 | 12,383 |
| Construction | | |
| Primary | 6,545 | 6,951 |
| Secondary | 51,464 | 48,270 |
| Urban | 18,533 | 16,682 |
| Access & Public Service Roads | 2,230 | 4,156 |
| Bridge Replacement | 65 | 4 |
| Highway Planning and Research | 4,889 | 6,282 |
| Federal Aid | 317,784 | 351,342 |
| Capital Improvements | 5,156 | 4,706 |
| Aid to Municipalities | 45,443 | 47,157 |
| Other Modes of Transportation | | |
| Airports | 3,605 | 4,440 |
| Railroads | 192 | 970 |
| Public Transportation | 6,436 | 7,247 |
| Other Programs | 3,471 | 3,826 |
| Total Expenditures | <u>858,960</u> | <u>875,866</u> |
| Excess of Revenues Over (Under) Expenditures | \$ 149,367 | \$ 98,968 |
| Fund Transfers | | |
| From General Fund | \$ 4,840 | \$ 5,100 |
| To Other Agencies | (80,940) | (88,343) |
| Residual Equity Transfer | 4,600 | (83,243) |
| Ending Fund Balance | <u>\$ 859,542</u> | <u>\$ 875,266</u> |

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURES

DEBT SERVICE FUND

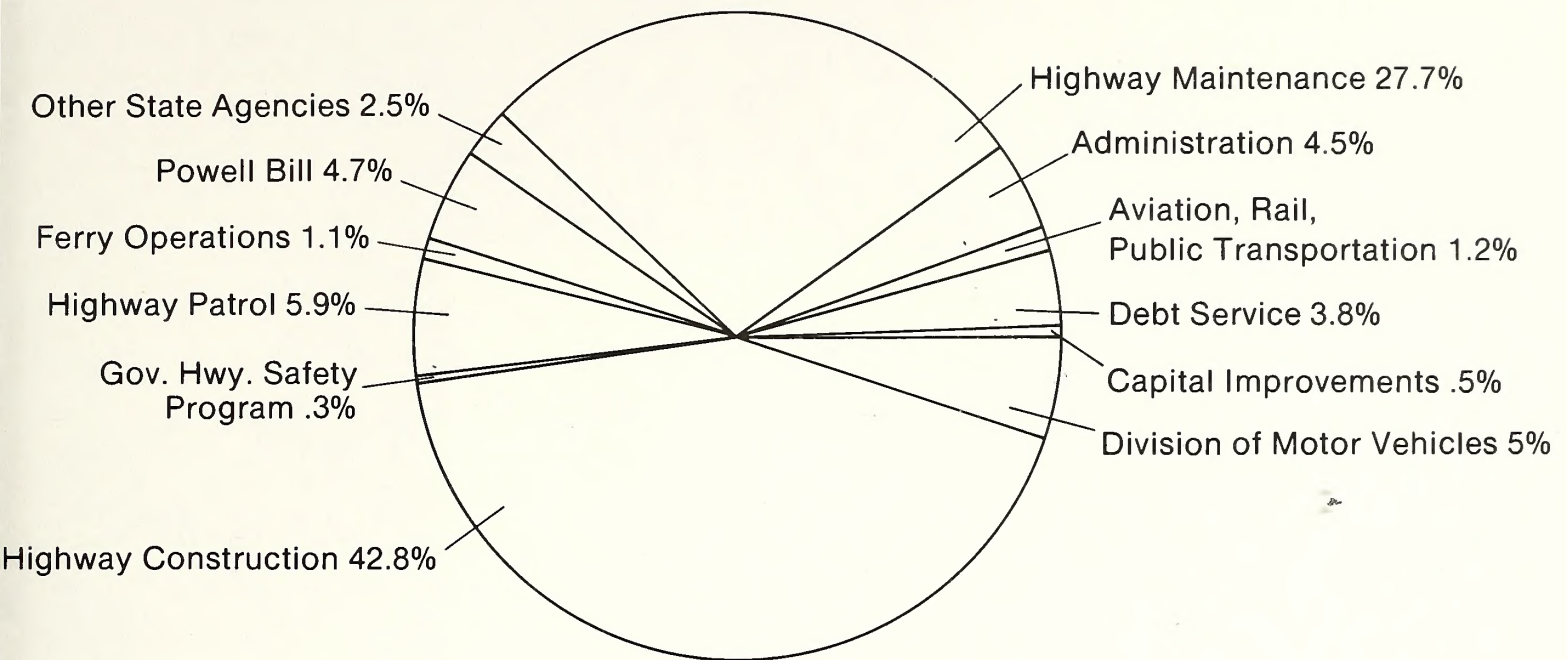
| CURRENT FUND | (Thousands) | |
|---------------------------|---------------|---------------|
| | JUNE 30, 1985 | JUNE 30, 1986 |
| Beginning Fund Balance | \$19,572 | \$17,082 |
| Revenue and Receipts | | |
| Gasoline Tax—1 cent | 35,912 | 36,958 |
| Total Funds Available | \$55,483 | \$54,040 |
| Net Expenditures | | |
| Bond Principal Redemption | \$17,500 | \$18,500 |
| Bond Interest Expense | 20,902 | 19,946 |
| Total Expenditures | 38,402 | 38,446 |
| Ending Fund Balance | \$17,082 | \$15,594 |

COMPARATIVE STATEMENT OF RECEIPTS AND EXPENDITURES

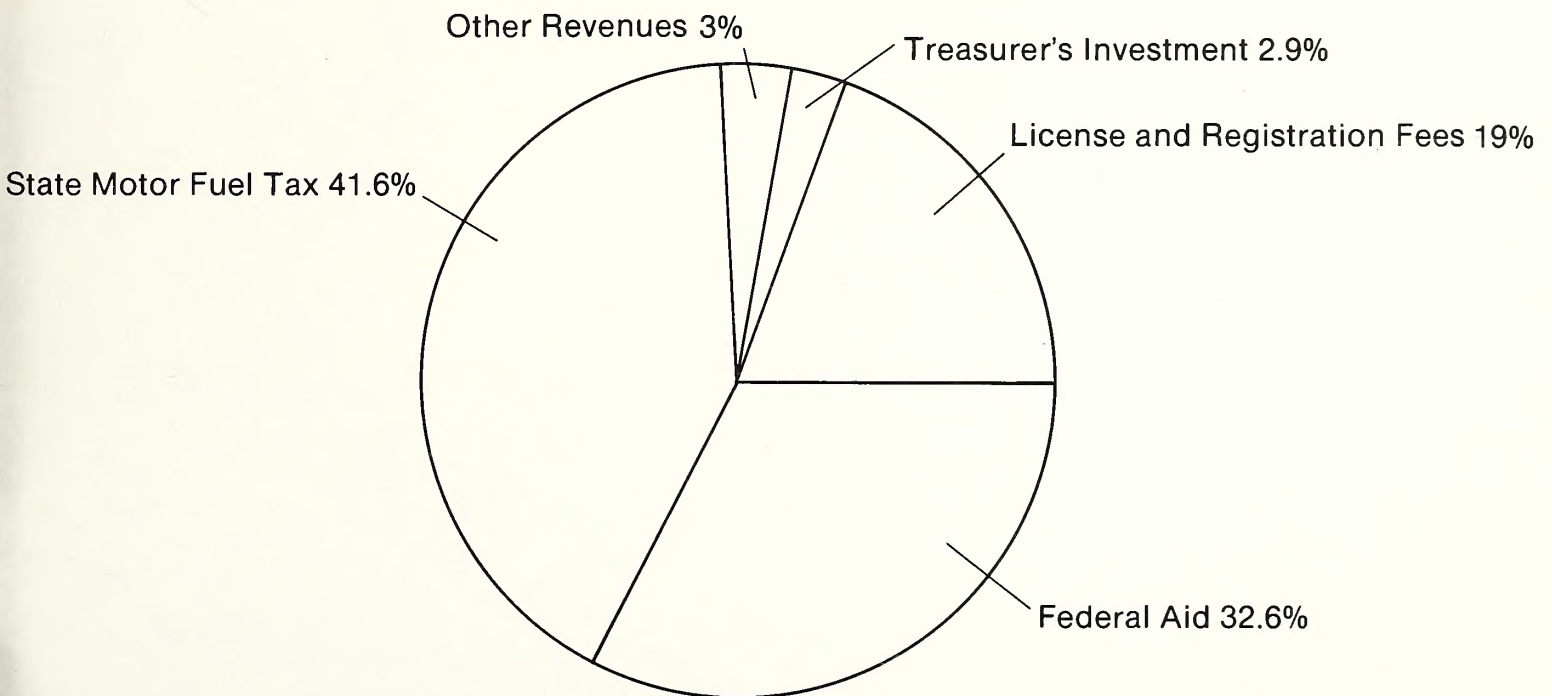
1977 STATE HIGHWAY BOND FUND

| CURRENT FUND | (Thousands) | |
|----------------------------|---------------|---------------|
| | JUNE 30, 1985 | JUNE 30, 1986 |
| Beginning Fund Balance | \$23,864 | \$9,853 |
| Revenue and Receipts | | |
| Local Funds | \$ 7 | \$ 89 |
| Property Owners | | 1 |
| Total Revenue and Receipts | 7 | 90 |
| Total Funds Available | \$23,871 | \$9,944 |
| Net Expenditures | | |
| Construction | | |
| Primary | \$10,263 | \$5,046 |
| Secondary | 548 | 465 |
| Urban | 3,207 | 1,865 |
| Total Expenditures | 14,018 | 7,376 |
| Ending Fund Balance | \$ 9,853 | \$2,567 |

Department of Transportation Expenditures 84—86 Biennium



Department of Transportation Revenues 84—86 Biennium



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